

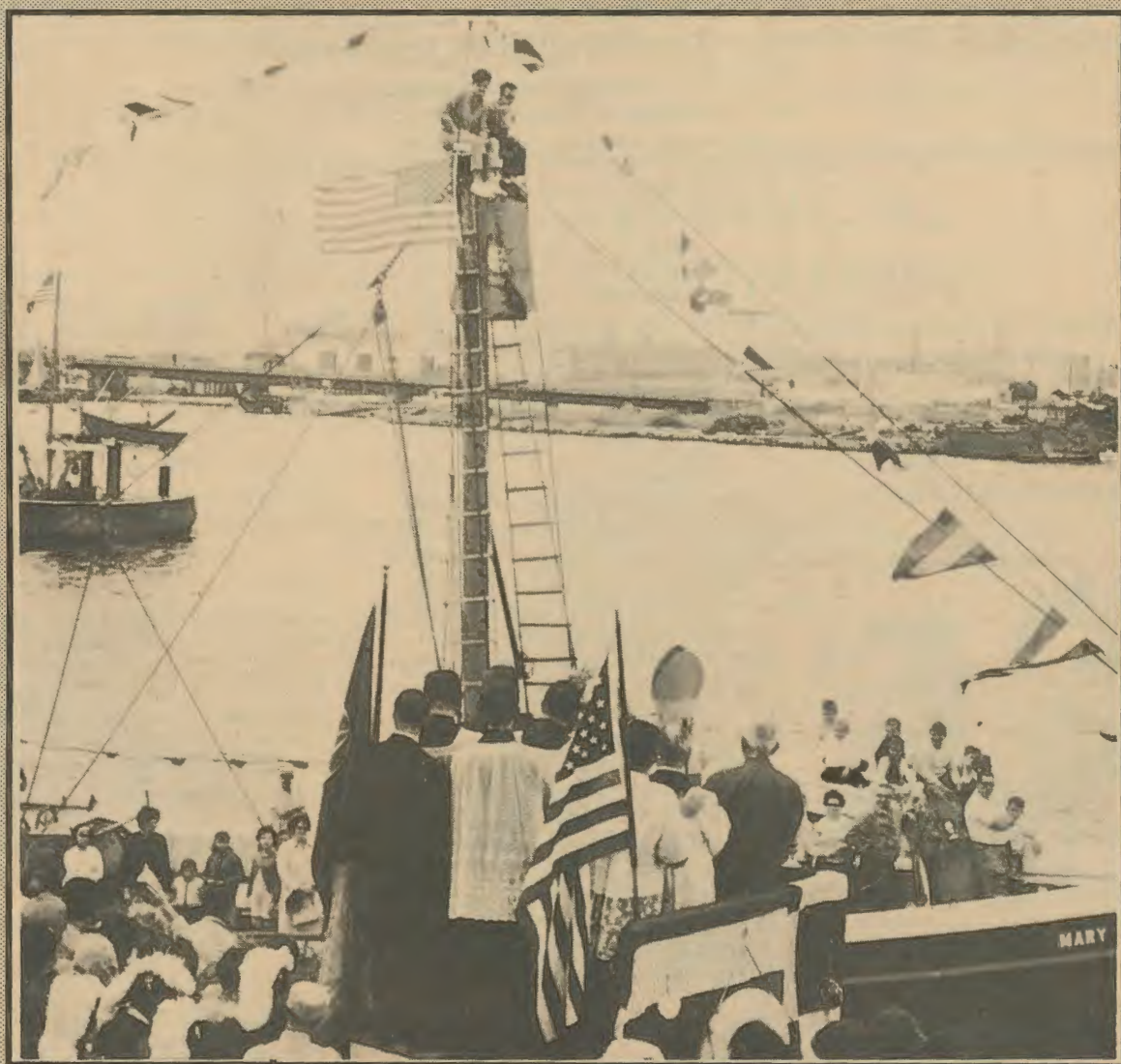
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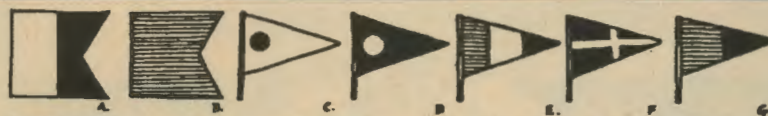
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♦♦ VOL. 1 NO. 7 ♦♦  
AUGUST 9, 1990





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# Publisher Notes

By Gary Golas



Now I know what scallop fishermen mean when they say they get frustrated attending the scallop management council meetings. I attended the most recent one in Warwick and the morning session left my head literally spinning!

The discussions during those first hours focused on establishing the "definition of overfishing", a requirement of the new management plan. Many could not agree to the method and results of council staff presentations and for the most part left many wondering if any of it made any sense at all.

I do have to say though the afternoon session was quite productive and finally there just might be a scallop management plan out for public scrutiny soon. I also have to salute area representative Jim Costakes for hanging in there all these years through the discussions that appeared to always be the same, meeting after meeting.

It is a very serious time for scallopers in the fleet and one which The Barnacle will be focusing on in the next few months.

Front Photo: Thanks to Judy Ramos, Offshore Mariners Wives Association President, the front photo features the very first blessing of the fleet ceremony back some 21 years ago off the New Bedford State Pier.

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The Barnacle is written and published two times a month by Desktop Marketing Concepts, P.O. Box 71, Fairhaven, Massachusetts, 02719. Tel: (508) 999-4255 and FAX (508) 999-4917 Subscription rates for mailings at \$10.00 for 26 issues. We welcome guest columns and press releases.

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# Ship to Shore

Messages from offshore and home

*SEAMIST* Written by Danielle Bruno

*Twilight sprinkles the sky gold,  
Heat withdraws, bringing on the cold,  
The whisper of the night rolls in,  
No sounds around, but anticipation,  
Moonlight falls blue on black water,*

*Sounds of ocean seem to falter,  
Following a path to the unknown,  
Breezing through darkness extruding foam,  
Feeling as though your skin has been kissed,  
Rolling in slowly is just the Seamist.*

The Barnacle wishes to sincerely thank Elaine Bruno for sharing with us a poem her daughter sent to her father, Bob Bruno of the F/V Alpha & Omega II, this past father's day. Our appreciation also for the kind letter which accompanied the poem. Danielle is currently living in San Francisco and wrote the poem with her father in mind.

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# Scallop Meat Count Method May Soon Be On The Way Out

*Scallop Committee Votes To Include Measure In Amendment 4*

The New England Fishery Management Council's, Scallop Committee has nearly concluded its discussions in developing a new management amendment designed to control scalloping effort. The committee took action on a recommendation by the Council staff that the controversial meat count method be suspended. Most fishermen who were in attendance welcomed the news.

The amendment will be reviewed by the full Council on August 9th and a final review by the Scallop Committee before it is brought to public hearings around New England. The proposal will include a limited entry scheme for scallop vessels as well as a possible fleet quota, layover, crew and dredge restrictions. The measure will also be reviewed by the

Regional Director of the National Marine Fisheries Service.

The committee had planned to discuss the meat count issue but not include any proposal in Amendment 4 but rather in a more comprehensive Amendment 5. Industry pressure kept the issue on the table and it didn't take the Scallop Committee long to support the recommendation to propose a suspension of the meat count method.

"Feeling like a referee" is how Scallop Committee Chairman David Borden characterized the lively Warwick, August 3rd meeting which attracted about 30 fishing industry people. Some of the topics of the day were hotly debated with those in attendance as the committee decided the details of each item on the long agenda.

The meeting started with a review of a letter from National Marine Fisheries Service Regional Director, Richard Roe who suggested that the implementation of a layover day system on an emergency basis was not feasible. He also felt that the nine man crew limit and limited dredge size "do little for the fishery".

Some boatowners and industry representatives at the meeting disagreed. Local boatowner, John Rita suggested that "nine men is the way to go, I disagree with that letter." Skipper Jim Kendall added that he felt the council does not have the clout to make the necessary conservation changes quickly and suggested "You are closing the door too late."


Another item on the agenda drew some disagreement from the audience when Council Staff Member, Louis

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Goodreau presented the results of a survey recently conducted by the National Marine Fisheries Service in New Bedford and elsewhere. Some fishermen felt the survey was not comprehensive enough and did not include more people than they felt it should have.

The questions of the survey were designed to get a better idea as to what practices and fishing gear boatowners and fishermen currently use. Some questions included what are the average crew sizes on scallopers, would a maximum 9 man crew regulation limit productivity, would it increase or decrease the number of hours a crewman shucks on an average day.

Probably the most intense and difficult issue of the day's agenda included developing and accepting a definition of overfishing. After a staff presentation using the most recent 1988 and 1989 data, the debates focused on the validity of the data for much of the morning. Council Scientist Howard Russell suggested that overfishing in currently occurring on Georges Bank where up to 90% of the stock available is being harvested. Those figures were based on five year average equation which was challenged by those in

attendance.

Louis Goodreau again presented another plan which included up to three options of how the council could rebuild the stocks after it had accepted the definition of overfishing. The committee chose to support a third option which calls for a five year rebuilding schedule.

The rebuilding plan calls for a possible overall fleet quota of total landings of up to 21.7 million pounds for the estimated 178 vessels that are taking part in the current harvest of scallops. The amount of layover days and trip lengths still need to be finalized through the public hearing process. The committee prefers to have fishermen comment on whether they would favor a set number of days for layover or a system of one day in port for every two days at sea.

Other measures voted by the Scallop Committee include having the counsel develop an appeals process for any denial of scalloping permit system. The group supported a measure that calls for the layover system to start as soon as the scalloper hits the docks and it will ask for public comment relative to limiting any one boatowner from owning more than ten

percent of scallop permits available.

The long-awaited discussions on the meat count regulations took center stage at the end of the meeting. The Council staff made its recommendations that it be temporarily tabled unless other regulations fail in the attempts to rebuild the stock.

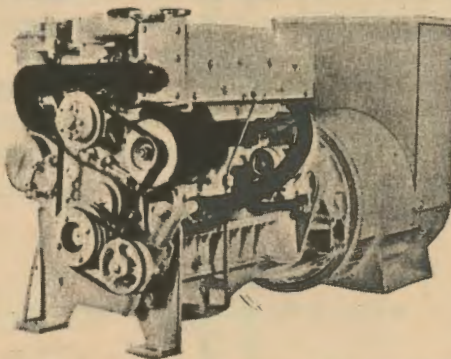
Ray Starvish, a local boatowner hailed the discussions saying "the new proposals have no gray areas and the meat count would be the only gray area that would still be subject to a judgement call." Starvish suggested that the group follow a method Canada is considering to employ with the meat count. He went on to explain that if overall fleet quotas are attained, the meat count could be pushed lower to maintain the balance of the allowable quota set by the government.

The Scallop Committee suggested that the Council Staff develop alternative ways to the meat count for its next meeting. That could include trip limits as was previously discussed. The general counsel will also look into the validity of suspending temporarily any regulation.

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## Fishermen Wives Looking To Get Active

(Left to Right) Verna Kendall, Maria Kilshaw, Joyce Wilson and Judy Ramos

Now that they have organized their very first event last year and surprised themselves how well they can organize an event, a group of Offshore Mariner's Wives are looking at other avenues to put their energies.

The group was formed as a P.A.C. or political action committee last year as part of the Offshore Mariners Association. To get it started Judy Ramos became President, Joyce Wilson-Vice President, Maria Kilshaw-Secretary and Verna Kendall-Treasurer.

Their task back in June of 1989 was to coordinate the Blessing of the Fishing Fleet. "We did something that was dumped on us and we did it well" said Judy Ramos. Before the event the four women did not know each other. "It was the most amazing

experience," said Maria Kilshaw. "On August 20th when I looked at all those boats I said 'My God, you did this!'"

It's an event which attracts primarily the Portuguese draggers of the fleet, approximately 25 to 30 vessels participate. Over \$600-\$700 in grub supplies alone is spent to feed the crowd of families on each vessel. Each shipboard feast includes pork, beef, sardines, codfish casseroles, lobster salad, lasagna, tomato-rice with clams, pastries and much more for the 30-50 people on board.

And most importantly it's the religious element of the blessing which is held so sacred. "Fishermen feel when they are out there at sea, they need every little help they can get," Ms. Ramos said. Last year a vessel arrived in the harbor just in time for

the blessing after fishing for a number of days. "Ms. Ramos added "The crew still had their fishing gear on when they went through the line just so they could get blessed."

The Seafood Heritage organization which had coordinated the blessing ceremonies for years decided in 1989 not to handle the project anymore. It became a natural event for the wives to grab a hold of and sponsor. After all, it was the United Fishermen's Wives organization some 21 years ago that developed the idea.

The tasks included arranging the speakers, getting in touch with the mayor's office, Congressman Studds, Public Works Department, Police, Fire, Coast Guard, clergy and even the judges. Ms. Ramos gave a lot of credit

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to the Executive Director of the the Offshore Mariner's, Howard Nickerson for all of his support last year. "This year will be easier, we just have to go into our files for the information," said Ms. Ramos.

This year's event will kick off from the State Pier at 1 PM with a ceremony followed by the blessing at 2 PM, on Sunday, August 19th. The four women, with help from their husbands, are currently holding a raffle to raise money for the blessing expenses. Cash prizes will be awarded for the best decorated fishing vessels of the fleet...\$500 for first place, \$250 for second and \$175 for third.

The first group of wives to organize was a result of a price strike against seafood dealers some 22 years ago. It was a strike primarily comprised of men, women and their children after fishermen were getting as low as 2 cents a pound for their fish. The United Fishermen's Wives organization was born.

Judy Ramos remembers those days well with her mother very active in that strike and later issues which involved the 200 mile limit. "That group had close to 200 members and as a result of the strike the price of seafood went up. The women got together regularly, discussed the issues, advertised for more members and hosted important meetings with public officials to discuss issues of how the government can help the industry."

But like many other groups, the original United Fishermen's Wives suffered a dwindling membership once the crisis subsided and the fishing industry became to bloom. Ms. Ramos knows that "it was the crisis that brought the wives together."

The four women agree it is what they call a "silent crisis" today, which makes it difficult to attract other wives to become active in any group. They classify the silent crisis as issues that affect some boats but not others. And they fear that once a major crisis

hits everyone, it will be too late to do anything about it.

"Draggemen are not aware today of the regulations being passed as well as scallopers are not aware regulations that affect the draggers. Like the scallop landing window," said Ms. Ramos, "that is just for the scallopers now but once they see how it works they will do it to the draggers."

Ms. Ramos knows of one dragger which had been stopped by Coast Guard Enforcement twice on one fishing trip. The boat was reportedly held up for four hours the first day and six hours the second day, a total of ten hours from the

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fishing trip lost to fishing. "That boat feels it and the other boats that weren't boarded don't know what is going on," added Ms. Ramos.

Besides the Blessing of the Fishing Fleet event, the women now say they want to attract more members and get very active with fishery issues. Those issues include all the sweeping changes that are being proposed as regulations such as safety issues, licensing, and resource management.

"I would like to make more people aware of what the government is trying to do that is very unrealistic," suggested Verna Kendall. "If it has to be done it should be done in a

realistic way." Judy Ramos' dream for the group is that the organization grows so big they will be able to "send a couple of representatives of wives to Washington DC to express their opinions to those senators and representatives, that we will have them sweating in their boots." Maria Kilshaw said "I would like to show Washington that we care about the fishing industry and to change their attitude that the fishing industry is anything of great importance."

To do that though the four women know they must attract more members and plenty of new ideas. They are thinking of getting involved in a

marketing program to promote a greater consumer use of underutilized species and well as develop a scholarship program for college-bound students. "There are wives out there that could make a very good contribution to the organization, we really need all of them to get involved," added Maria Kilshaw.

They are determined to get active and became an important part of the troubled fishing industry today. Any interested wife is encouraged to call Judy Ramos or Howard Nickerson at 990-1377 for more information.



## New Bedford's Own Warren Bretton

### *Ready To Defend Title As World's Best Scallop Shucker*



An occasional ribbing from the guys about being the "king" is just what Warren Bretton learned to live with this past year after becoming the fastest and best of scallop cutters in Nova Scotia last September. In fact the quiet 27 year-old father would much rather see more scallop fishermen enter the contest to have a better race, "to know what I'm up against," as he puts it.

On August 17th and 18th, the Offshore Mariners Association is sponsoring the annual Scallop Shucking Contest which in the past had been associated with the International Commercial Fisheries Trade Show. Due to lower attendance figures organizers decided not to do a show this year. The OMA, lead by its energetic president Captain Tommy Wilson of the F/V Rianda decided they would keep the tradition alive and run a scallop contest themselves.

Next week's contest will take place outdoors at the edge of the State Pier. On Friday at noon, New Bedford scallopers are invited to take part in their own run-off to determine the two fastest who will challenge two visiting Canadian fishermen on Saturday at 11 AM. The two American winners will also be invited to a trip to Nova Scotia on September 19th thru 22 for the International run-off once again.

Bretton, who is an eleven year scallop-cutting veteran says he was nervous three years ago when he first took on the contest but became more excited and determined to become a winner in his second and third year tries. "After watching the scallopers in the first year, I thought I had just as much of a shot as they did to win," said Bretton.

The secrets of winning?  
"What I do is count how many

scallops I am cutting, it keeps my mind off the crowd and in the box," he adds. "It takes total concentration and years of experience as a scallop cutter as well." Bretton who started scalloping at age 16 on the F/V Drake proved last year just what experience can do.

His advice to all New Bedford scallop fishermen who are venturing the thought of participating in the contest is "Go for it...you've got nothing to lose.



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I've fished with quite a few good guys this past year and I would like to see a lot of them in it."

The overall winner of the 1988 and 1989 New Bedford contest was Mark Picanso of the F/V Venture. Joe Rodriques of the F/V Texas placed third and Henry Oliveira of the F/V Venture placed fourth in 1989.

The public is invited to watch the exciting and unique fishing industry special event on both days. The annual Blessing of the Fishing Fleet will also take place that weekend on Sunday, August 19th at 1 PM at the State Pier. The blessing is coordinated and sponsored by the Offshore Mariners Wives Association.

Scallop Shucking Contest participants can register at the OMA Office, 114 MacArthur Drive.

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## Jonathon Wright Awarded Coast Guard License

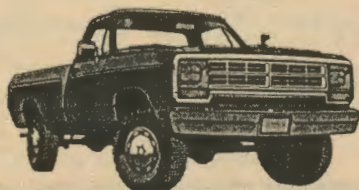


Jonathon R. Wright, a fisherman who resides in Fairhaven was recently awarded a U.S. Coast Guard Master, 100 Ton and Mate, 200 Ton Near Coastal License with Towing Assistance Endorsement.

Wright earned the license after passing a comprehensive test by the Coast Guard in Boston. The license authorizes Wright to captain any type vessel up to 100 gross tons and to be a mate on any type vessel up to 200 tons out to 200 miles offshore.

Captain Wright, a former marine, prepared for the Coast Guard test by completing a Houston Marine Exam-Prep Course at Northeast maritime in New Bedford.

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Decor Package, 318 V8 Automatic, Power  
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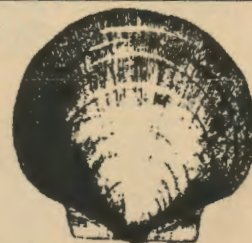
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# SCALLOP LANDINGS



PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE

Monday, July 23, 1990 *No Scallopers Landing*

Tuesday, July 24, 1990 *No Scallopers Landing*

Wednesday, July 25, 1990 *Friendship* 12,000 lbs. \$3.95 Channel

Thursday, July 26, 1990 *Ocean Gem* 12,000 lbs. \$3.65 Georges

Friday, July 27, 1990 *No Scallopers Landing*

Monday, July 30, 1990 *Commodore* 10,500 lbs. \$3.85 Channel  
*Donna Lynn* 12,000 lbs. \$3.67 Georges

Tuesday, July 31, 1990 *Mariner* 5,500 lbs. \$3.85 Channel  
*Oceanic* 11,000 lbs. \$3.65 Georges

Wednesday, August 1, 1990 *No Scallopers Landing*

Thursday, August 2, 1990 *No Scallopers Landing*

Friday, August 3, 1990 *Huntress* 15,700 lbs. \$4.48 Channel  
*Santa Maria* 9,000 lbs. \$4.51 Channel

Baker Books



Baker Books  
Wishes All In The Fishing Fleet  
*Fair Winds and Following Seas.*  
For The Coming Year

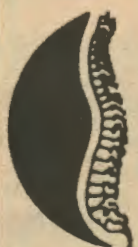
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## Life Onboard A Scallopper With The Fastest Scallop Shucker In The World



Above Photo; Warren Bretton shows how he gets his experience of being the fastest shucker as he stands near piles of scallops ready to be shucked. Below Photo; During a cold January day, Warren busily plies his trade in the shucking house.



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## 1989 Blessing of the Fishing Fleet



Photos features the vessels which took part in the 1989 Blessing of the Fleet. The Barnacle thanks Judy Ramos for the photos.



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# DRAGGER LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



Alem Mar 17,200/ Fisherman 17,700/ Humbak 22,100/ Lady of Grace 19,900/ Luso American I 26,000/ Ocean Spray 7,000/  
Sarah Beth 10,800/ Sunflower 17,600/ Valkyrie 21,100 **TOTAL 159,400 LBS**

**Monday  
July 23, 1990**

2,500 lbs	Haddock	Large .80-1.00/ Scrod .60-.80
32,500 lbs	Cod	Large 1.00/ Market 1.00/Scrod .80-1.00
58,100 lbs	Georges Lemonsole	1.60-2.20/ Large BB 1.50-1.70/ Small BB 1.20-1.40/ PW .50-1.00
3,600 lbs	Blackbacks	Large .80-1.70/Small .40-1.40/PW .60-.80
6,200 lbs	Greysole	Small 1.00/ PW .60
5,100 lbs	Sand Dabs	.15-1.00
56,400 lbs	Yellowtail Flounder	100-120 count 1.20-1.25/160-180 count .90-.95

Blue Seas II 21,400/ Bonansa 23,500/ C-Venture 20,000/ Elizabeth 11,000/ Lady Jay 11,300/ Maureen S 21,000/ Navagante 21,300/  
Portugal 19,400 **TOTAL 148,900 LBS**

**Tuesday  
July 24, 1990**

200 lbs	Haddock	Scrod 1.10
18,700 lbs	Cod	Large .80-1.10/Market .65-1.10/Scrod .56-.90
8,000 lbs	Georges Flounder	Lemons 1.60/Large BB 1.40/Small BB 1.20/ PW .60
18,300 lbs	Blackbacks	Large 1.50/Small 1.10/PW .60-.65
2,500 lbs	Greysole	Small 1.20/ PW .40
.....2,500 lbs	Sand Dabs	.30
98,700 lbs	Yellowtail Flounder	100-120 count .80-1.40/ 160-180 count .82-1.10

Illusion 26,900/ Kelly Ann 14,100/ Linda & Ilda 19,700/ Lisbon 15,300/ New England 16,500/ Praia Da Torreira 20,000/Seel 23,300  
**TOTAL 135,800 LBS**

**Wednesday  
July 25, 1990**

3,500 lbs	Haddock	.....Large 1.00/Scrod .80
44,800 lbs	Cod	Large 1.00-1.10/Market .85-1.07/Scrod .65-.70
15,500 lbs	Georges Flounder	Lemons 1.80/Large BB 1.70/Small BB 1.50/PW .40
19,300 lbs	Blackbacks	Large 1.70-2.00/Small 1.10-1.50/PW .40-.70
1,000 lbs	Pollock	.20
600 lbs	Greysole	Small .80/ PW .60
1,000 lbs	Sand Dabs	.25-.30
50,100 lbs	Yellowtail Flounder	100-120 count .86-1.05/ 160-180 count .90-.95

Chain 30,700/ Iberia II 20,300/ Miss Happy 8,100/ Sagres 12,200/ Santa Queen 21,500/ Triunfo 20,300/ Vila De Ilhavo 17,000/  
Voyager I 22,400

**TOTAL 152,500 LBS**

**Thursday  
July 26, 1990**

3,800 lbs	Haddock	.....Large .80-1.00/Scrod .60-.80
64,400 lbs	Cod	Whale .70-1.00/ Large .75-1.00/ Market 1.00-1.20/Scrod .85-1.15
11,900 lbs	Georges Lemonsole	1.60-2.00/ Large 1.40-1.75/ Small 1.20-1.55/ PW .80
16,800 lbs	Blackbacks	Large 1.00-1.75/Small .80-1.55/PW .40-.60
300 lbs	Pollock	.50
3,500 lbs	Sand Dabs	.20-.50
51,800 lbs	Yellowtail Flounder	100-120 count .85-1.30/120-140 count .70/ 140-160 count .80/160-180 count .87-.80

Alentejo 18,000/ Costa De Gale 18,000/ Mischief 21,400/ Neves 19,500/ Niagara Falls 15,500/ Sao Marcos 14,800/ Stirs One 15,500/  
Voyager I 11,000 **TOTAL 132,700 LBS**

**Friday  
July 27, 1990**

1,700 lbs	Haddock	Large 1.50/ Scrod 1.25
31,300 lbs	Cod	Whale 1.15/Large & Markets 1.10-1.35/Scrod .99-1.35
12,000 lbs	Georges Lemonsole	1.60-2.00/ Large BB 1.50-1.80/ Small BB 1.40-1.60/ PW .60
9,400 lbs	Blackbacks	Large 1.50/Small 1.35/PW .40-.60
200 lbs	Pollock	.50
2,900 lbs	Dabs	Large 2.00/ Small .90/ PW .60
600 lbs	Greysole	Large 2.00/ Small 1.00/ PW .60
2,200 lbs	Sand Dabs	.30-.70
73,400 lbs	Yellowtail Flounder	100-120 count .95-1.10/150-170 count .74/160-180 count .60-.75



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Isabel S 44,200/ Shelagh K 30,800/ Sunshine 20,700/ Virginia Sands 26,300

TOTAL 251,200 LBS

**July 30, 1990  
Monday**

4,600 lbs  
146,700 lbs  
9,400 lbs  
32,600 lbs  
1,100 lbs  
56,800 lbs

Haddock Large .60-1.25/ Scrod .50-1.00  
Cod Whale 1.00-1.05/ Large .90-1.05/ Market .70-1.10/ Scrod .55-.80  
Georges Lemonsole 2.00/ Large 1.80/ Small 1.70/  
Blackbacks Large 1.20-1.80/ Small 1.00-1.50/ PW .40-70  
SandDabs .30  
Yellowtails 90-110 count .80/100-120 count 1.00-1.20/ 150-170 count .90/ 160-180 count .80-.95  
180-200 count .83

Ana Palmira 21,800/ Cidade De Aveiro 23,500/ Faro 10,000/ Galaxy 9,300/ Jenny & Cristina 21,600/ Nauset 7,500/Sancor 20,300/  
Sea Escape 17,900/ Sea Siren 26,000/ Senhora Da Boa Viagem 16,000/ Susie K 26,300

TOTAL 200,200 LBS

**July 31, 1990  
Tuesday**

6,200 lbs  
62,300 lbs  
15,800 lbs  
22,800 lbs  
1,200 lbs  
700 lbs  
6,200 lbs  
85,000 lbs

Haddock Large 1.50/ Scrod 1.25  
Cod Large & Market & Scrod 1.00-2.00  
Georges Lemonsole 1.50-2.25/ Large 1.50-2.00/ Small 1.50-1.80/ PW .60-70  
Blackbacks Large 1.20-1.50/ Small 1.50-1.65/ PW .70-75  
Dabs Large 1.50/ Small 1.00/ PW .60  
Greysole Large 1.50/ Small 1.00  
SandDabs .20-.30  
Yellowtails 100-120 count 1.00-1.50/ 130-150 count .70/ 160-180 count .65-1.00

Capt Mano 24,600/ Buenos Aires 12,400/ Elizabeth 8,500/ Humbak 25,500/ Lucimar 17,000/ Luso American II 18,200/Marlu 6,900/  
Mayflower 15,500/ Mary Louise 18,000/ Sao Paulo 16,100/ Valkyrie 25,500

TOTAL 188,200 LBS

**August 1, 1990  
Wednesday**

3,500 lbs  
79,400 lbs  
8,000 lbs  
23,800 lbs  
1,700 lbs  
700 lbs  
8,400 lbs  
62,700 lbs

Haddock Large 1.00-2.00/ Scrod .80-1.50  
Cod Whale 1.00/ Large .90-1.00/ Market 87-1.00/Scrod .87-1.00  
Georges Lemonsole 2.00/ Large 1.75-1.85/ Small 1.20-1.60/ PW .40-.60  
Blackbacks Large 1.30-1.80/ Small 1.10-1.50/ PW .60-.85  
Dabs Large 1.75/ Small 1.50/ PW .60  
Greysole Large 2.50/ Small 1.80/ PW .60  
Sand Dabs .20-.50  
Yellowtail 90-110 count .80/ 100-120 counts .870-1.10/ 120-140 count .65/140-160 count .50/  
150-170 count .55/160-180 count .45-.65

Amazona 9,000/ Lucisaura 15,300/ Lucky Venture 14,000/ My Way 10,300/ Sao Jacinto 10,200/ Southern Crusader 20,700

TOTAL 79,500 LBS

**August 2, 1990  
Thursday**

600 lbs  
5,300 lbs  
5,100 lbs  
300 lbs  
700 lbs  
400 lbs  
2,700 lbs  
64,400 lbs

Haddock Large 1.25/ Scrod 1.00  
Cod Large/ Market /Scrod 1.00  
Blackbacks Large 1.80-2.25/ Small 1.70-2.25/ PW .40-.80  
Dabs Small .80/ PW .40  
Greysole Large 1.20/ Small 1.00/ PW .40  
Pollock .60  
Sand Dabs .30-.40  
Yellowtail 100-120 count .85-1.20/ 120-140 counts 1.25/160-180 count .70-.86/180-200 ct .70

Bagatell 18,500/ Lady of Grace 11,900/

TOTAL 132,600 LBS

**August 3, 1990  
Friday**

13,700 lbs  
4,800 lbs  
11,900 lbs

Cod Large & Market 1.45/Scrod 1.05  
Blackbacks Large 2.40/ Small 2.10/ PW 1.00  
Yellowtails 100-120 count 1.55/ 160-180 count 1.10

## TOPSIDE FISHERMAN'S OUTFITTERS

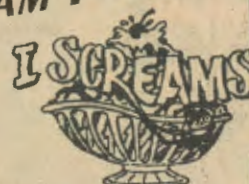
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# Coast Guard Reports

July 1 1990/ 9:40 PM

The Fishing Vessel Alem-Mar from New Bedford reported that it was disabled 50 miles east of Nantucket. Coast Guard assisted with a tow to Nantucket where the tow was taken over by the F/V Iberia II to New Bedford.

July 2, 1990/10:41 AM

The Fishing Vessel Shining Star, homeport New Bedford reported near Cuttyhunk Island, that it was taking on water fast and if they did not get help fast they would sink. Helicopters and Coast Guard boats were dispatched and arrived within 20 minutes. Meanwhile another fishing vessel was assisting with a pump. The vessel was escorted back to New Bedford.

July 3, 1990/ 6:30 PM

The Coast Guard received an EPIRB signal around Point Judith. Coast Guard Boats and a helicopter located the signal on the F/V Leah at the State Pier, Galilee. It was not a distress. A notice of violation was issued.

July 5, 1990/ 8:20 AM

The New Bedford F/V Vega reported some 120 miles east of Chatham that it was disabled and adrift with engine casualty. The F/V Act IV agreed to tow the vessel in when its fishing trip was completed about 36-40 hours. Cutter Point Francis was dispatched to assist due to duration of F/V Act IV trip.

July 7, 1990/ 1:25 PM

The Coast Guard responded to a call from the Fishing Vessel Maxine Grace, some 40 miles south of Nantucket. A crewman had apparently fallen into a pile of fish and jelly fish two days ago and was suffering from blisters on his back and painful breathing. Flight surgeon was briefed and recommended that vessel bring the patient into port. It was

enroute to Pt. Judith.

July 7, 1990/ 8:26 PM

The Coast Guard received an EPIRB signal around Pt. Judith. The source was located onboard the F/V Monitor. This was the second violation for the same vessel within the last month. Master claims someone broke into his boat and activated the EPIRB.

July 11, 1990/ 2:28 PM

The Coast Guard stations Woods Hole and Menemsha heard an S.O.S. on Channel 16 "SOS, SOS smoke, we need help". Voice was calm and child-like. No further indications of distress. It is under investigation.

July 12, 1990/ 11:47 AM

Coast Guard Gloucester station received a call from the F/V Boot Leg III which sighted a "Russian Submarine, 4 miles off Cape Ann". Lost communications with the vessel and repeated attempts to raise the submarine were unsuccessful. After a check of names of fishing vessels, there was no Boot Leg III listed. Report is a probable hoax.

July 14, 1990/ 7:38 PM

The Fishing Vessel Mandy Ray, 130 miles east of Cape Cod reported that it had disabled itself with a broken reduction gear on Northern Edge. Pt Knoll assisted in towing vessel to Nantucket where Tug Jaquar assisted with rest of tow.

July 16, 1990/ 12:55 AM

The Fishing Vessel Integrity called for assistance some 120 miles east of Cape Cod after experiencing a transmission casualty. The Coast Guard towed the vessel to Nantucket where it would be relieved by commercial assistance.

July 17, 1990/ 10:37 AM

Fishing Vessel Leader reported about 130 miles northeast of Nantucket that it was disabled. The Tug Jaquar assisted.

July 18, 1990/ 8:30 AM

The Fishing Vessel Melissa Ann reported that it was in need of assistance some 65 miles east of Nantucket after experiencing a failed clutch. The Cutter Wrangell assisted with a tow to Nantucket and was relieved by the Tug Jaquar.

July 16, 1990/ 8:20 PM

A civilian diving team found an 8" round off Boston harbor. It was turned in to authorities who determined that it was a round from a civil war parrot rifle. The round was live/active and was detonated at Fort Devins. Further dives did not locate any more projectiles.

July 19, 1990/ 10:13 PM

The Coast Guard station Brant Point heard a call "MayDay, MayDay, MayDay, this is not a prank" on channel 16, followed by laughter. Tape was reviewed and there were no further indications of distress

July 21, 1990/ 2:48 PM

The Fishing Vessel All Maine reportedly found human remains in their nets while fishing off Sandy Point, Block Island. The lower body remains were turned over to Rhode Island authorities for investigation.

July 23, 1990/ 10:29 AM

The Fishing Vessel Illusion reported out at 130 miles east of Nantucket that it was experiencing an engine casualty. The Coast Guard assisted with a tow to Nantucket for relief by commercial assistance

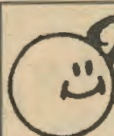
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# **Calender of Events**

August 17 & 18, 1990

Noon on Friday/ 11 AM on Saturday  
United States & International Scallop Shucking Contest  
Offshore Mariners Association  
Call 990-1377 To Register

Sunday, August 19, 1990

1 PM Ceremony/ 2 PM Blessing  
Annual Blessing of the Fishing Fleet  
Offshore Mariners Wives Association  
Information 990-1377

August 25-26, 1990

Wooden Ships Festival  
Downtown Waterfront

Monday, August 27, 1990, 7 PM

Sea Explorer Program Installation of Officers  
Schooner Ernestina  
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June 9, 1990



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# Schooner ERNESTINA Log

Provided by Schooner Ernestina Commission  
Edited By Joseph C. Cardozo



ABOVE PHOTO: One June 12, The Massachusetts Schooner Ernestina Commission received a Preservation Award from the Waterfront Historic Area League of New Bedford. The award was presented in recognition of the Commission's heritage education program. (Left-Right-John Middleton/President-WHALE, Robert J. Alves/Chairman-Ernestina Commission and Therese Kelley, Director-WHALE.

RIGHT PHOTO: Junior Apprenticeship Program participant Ricardo Lopez-Gonzalez of Cambridge coils line onboard the Ernestina. Ricardo, age 14, will be with the Ernestina for the whole summer. Jose Andrade, 15 years of age, of New Bedford is also a junior apprentice this year.



## Ernestina Log, July 31, 1990

Robert J. Alves, Chairman of the Schooner Ernestina Commission and Joseph C. Cardozo, Program and Development Director met with the U. S. Coast Guard in Providence to review the regulations of certified Sailing School Vessels under Subchapter 46 CFR Part 169. Mr. Alves said, "The Coast Guard over the years have proven time and time again that they are committed to the smooth operations of the Schooner Ernestina.



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## OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

### NOTES FROM THE EXECUTIVE DIRECTOR

A letter was received recently from Donald A. Apt, M.D, University of Pennsylvania, School of Veterinary Medicine, who was provided a tour of the waterfront and industry by Executive Director Howard Nickerson this past spring.

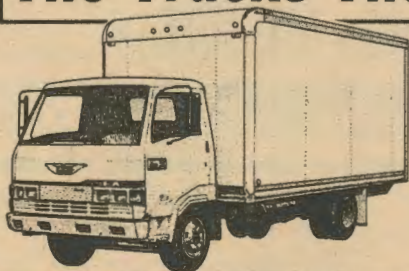
*"How nice to receive the copies of The Barnacle upon my return to Woods Hole following some time in Philadelphia.*

*I was pleased to read and have copies of the article with the kind words about our program. I have made copies of it and sent them to several appropriate individuals.*

*The Barnacle is certainly a nice item which seems to fill a real need. I hope it continues to be effective for the community."*

(The Barnacle wishes to apologize for the many typographical errors contained in this article during the last issue.)

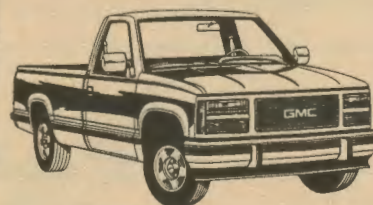
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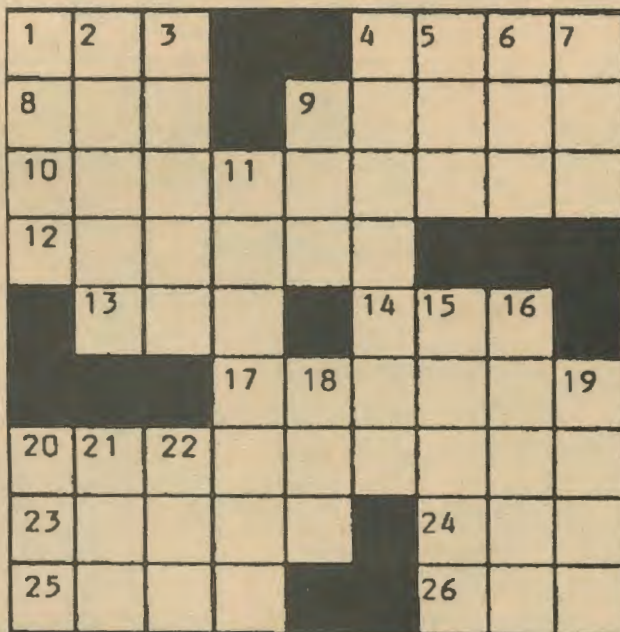
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## Barnacle Puzzle



Answers on the page 30

## Vacation Memories Crossword

### ACROSS

1. Petrol
4. Shillelagh
8. Cleo's killer
9. Idaho postmark
10. Hurry (3 words)
12. Dangers
13. Tokyo cash
14. Sale marker
17. Weak
20. Ample space (2 words)
23. Outcast
24. TVA structure
25. Connection
26. Sparta vowel
2. Campfire remains
3. Extra
4. Mat for glasses
5. Diamond gal
6. Manipulate
7. Mooch
9. — Air, CA
11. Southern relatives
15. Dwelling
16. Exult
18. Wooly mom
19. Actress Samms
20. Shocking fish
21. Caesar's 61
22. Hamper

### DOWN

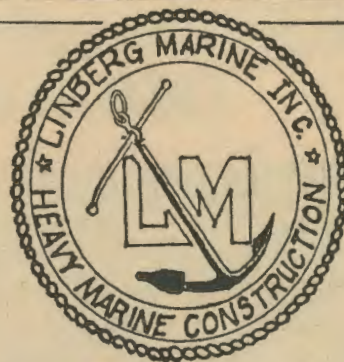
1. Wheeze

## SPECIAL THANKS

to  
**Maurice Letourneau**  
**Battle Cruz**  
**Dave Stottlemeyer**  
**Marty Manley**

for helping  
to defray the medical  
expenses of my recent  
injuries.

*Malakye*



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## New Bedford Scallop Salad

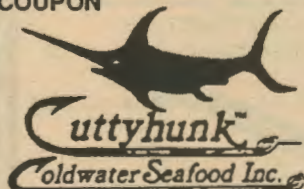
2 lbs of sea scallops	1 cup slice celery
cooked	1/4 cup slice stuffed olives
1 cup diced cucumber	1 cup mayonnaise
1/2 cup French dressing	water cress
salt & lemon juice to taste	

Cut scallops into bite-size pieces; combine with celery, cucumber, olives. Add French dressing; chill several hours. Add mayonnaise, salt, and lemon juice. Serve on water cress in scallop shells. Makes six servings.

Submit a favorite seafood recipe made with sea scallops or fish and if we choose to use it in The Barnacle, you could win \$10 worth of sea scallops from Cuttyhunk Cold Water Seafoods. Simply mail your recipe to:

**Barnacle Recipe Contest**  
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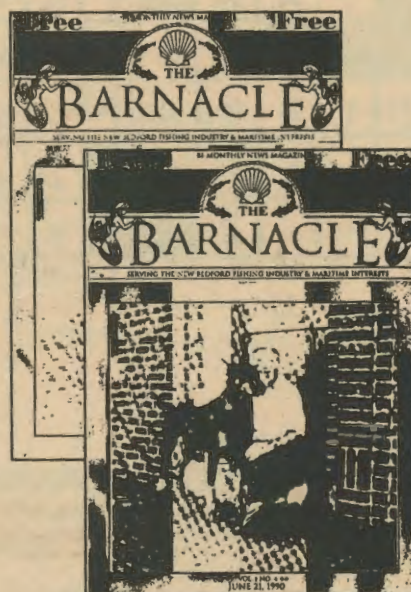
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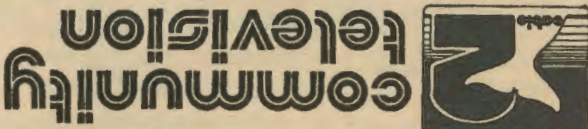
Fairhaven, MA 02719



# Answers to Puzzle

G	A	S		C	L	U	B
A	S	P		B	O	I	S
S	H	A	K	E	A	L	E
P	E	R	I	L	S		
	S	E	N		T	A	G
			F	E	E	B	L
E	L	B	O	W	R	O	M
E	X	I	L	E		D	A
L	I	N	K		E	T	A

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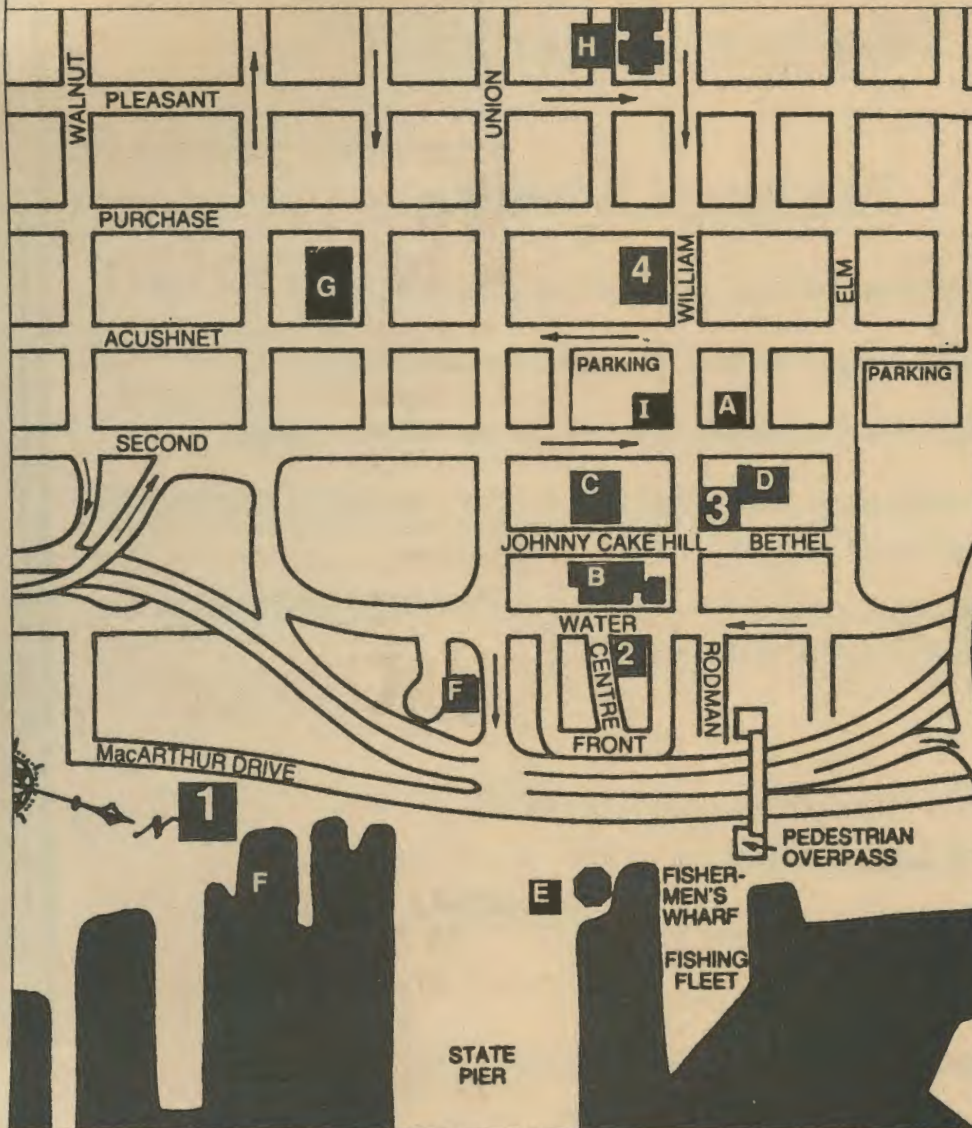
By A. DOUCETTE

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- ☐ Work with Public Officials on specific fishery and related concerns
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- ☐ Develop long range programs of lobbying for fishery issues in Washington DC and a program designed to promote seafood

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and all boatowner and captains' wives are needed  
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